DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, DC 20350-2000

IN REPLY REFER TO

OPNAVINST 3540.4J
N86
19 September 1996

OPNAV INSTRUCTION 3540.4J

From: Chief of Naval Operations

Subj: PROPULSION EXAMINING BOARDS FOR CONVENTIONALLY POWERED SHIPS

1. Purpose. To delineate responsibility and designate membership of Propulsion Examining Boards (PEBs) for propulsion certification in conventionally powered ships.

2. Cancellation. OPNAVINST 3540.4H.

3. Summary of Changes. Paragraphs 8 and 9 of the previous instruction have been deleted to reflect the revised Fleet Engineering Readiness Process and transfer of engineering readiness certification authority of the Fleet Commanders in Chief (FLTCINCs).

4. Discussion. PEBs are established to assist FLTCINCs in verifying that ships' crews are capable of reliably and safely operating steam, diesel and gas turbine propulsion plants in designated conventionally powered ships. PEBs also verify that the material condition of propulsion plants support safe operation. The FLTCINC may also use the PEB to promote improved engineering training and readiness capabilities within the Fleet. That includes coordination of program evaluation, drill criteria and standardization of procedures. This instruction provides guidance concerning the composition and functions of PEBs and the conduct of propulsion plant assessments in designated steam, diesel and gas turbine powered ships.

5. Responsibilities. In the conduct of assessments and certifications defined in FLTCINC instructions, PEBs have the following responsibilities:

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a. Assess propulsion engineering personnel to determine their state of training and qualification, including the use of the appropriate Personnel Qualification Standards (PQS).

b. Witness and evaluate the conduct of propulsion plant evolutions and drills employing the installed Engineering Operational Sequencing System (EOSS) as the basic guide. FLTCINCs may, at their discretion, use other criteria in assessing propulsion plant evolutions and drills.

c. Assess the material condition of the propulsion plant to ascertain its state of operational readiness, preservation and cleanliness.

d. Review and evaluate the management of each ship's engineering department. Assess the completeness and accuracy of all ship's records related to the propulsions plant and shipwide management programs relating to the safe, reliable operation and maintenance of the propulsion plant.

6. Assessment and Certification Applicability. The assessment and certification requirements of this instruction are applicable to all conventionally powered ships and Propulsion Plant Training Facilities ("Hot Plants").

7. Membership and Reporting Relationships. PEBs for conventionally powered ships are assigned to Commander in Chief, U. S. Atlantic Fleet (CINCLANTFLT/N7) and Commander in Chief, U.S. Pacific Fleet (CINCPACFLT/N7). Each PEB consists of commissioned officers with conventional propulsion plant engineering experience who have graduated from propulsion plant engineering courses. Officers who have the experience requisites, but lack the schooling requisites, will be ordered to each PEB via appropriate courses. Because of the impact ship readiness has on operations, PEB composition is crucial. It dictates that PEB members be the most experienced and mature officers available. The normal background for an officer assigned to a PEB is specified as follows:

a. Senior Member: A captain (1110) who has served as commanding officer in a major command as well as having served as engineer officer during a previous tour of duty.

b. Deputy Senior Member: A captain (1110) who has served as commanding officer and engineer officer.

c. Steam Propulsion Board membership:

(1) One commander (1110) who has served as commanding officer and engineer officer in steam powered ships. This officer will serve as Senior Assessor for Steam Propulsion Plants.

(2) Lieutenant commanders and lieutenants (1110/1440/6130 designators) who have served for a minimum of 18 months as engineer officer and/or deck main propulsion assistant in a conventional steam powered ship.

d. Gas Turbine Propulsion Board Membership:

(1) One commander (1110) who has served as commanding officer in a gas turbine ship and with substantial engineering experience, preferably in gas turbine ships. That officer will serve as Senior Assessor for gas turbine plants.

(2) Lieutenant commanders and lieutenants (1110/1440/6130 designators) who have served for a minimum of 18 months as engineer officer and/or large deck main propulsion assistant in gas turbine powered ships.

e. Diesel Propulsion Board membership:

(1) One commander (1110) who has served as commanding officer in a commander command diesel ship and as engineer officer in a diesel powered ship. That officer will serve as Senior Assessor for diesel propulsion plants.

(2) Lieutenant commanders and lieutenants (1110/1440/6130 designators) who have served for a minimum of 18 months as engineer officer and/or large deck main propulsion assistant in diesel powered ships.

8. Assessments and Certification. PEBs will conduct the assessments and certifications as directed by combined FLTCINC directives in accordance with the Fleet Engineering Readiness Process.

9. Periodic Review and Reporting. Maintaining high engineering standards in our ships requires that we review the assessment and certification process frequently. To determine how Chief of Naval Operations (OPNAV) and Commander, Naval Sea Systems Command (COMNAVSEASYSCOM) can best support the process, representatives from OPNAV N86, N87 and N88 will meet annually with representatives from CINCPACFLT/CINCLANTFLT (N7) and COMNAVSEASYSCOM (NAVSEA 03) to discuss recurring technical problems, review assessment data and data analysis methodology. The Director, Surface Warfare (N86), in coordination with Director, Air Warfare (N88) and Director, Undersea Warfare (N87), shall publish the agenda for the annual review with input from the FLTCINCs and type commanders.

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